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than 24 degrees; and group II has separate utility such as with a tire in which the bead seat forms an angle less than 10 degrees or greater than 12 degrees with respect to the tire's axis of rotation. The Applicant respectfully disagrees.

It is well known in the art that a seal is required between a tire and a rim in order for the tire to maintain a desired pressure. The engagement of a bead support of the rim and the bead seat of the tire effectively provides this seal. It is also well known that the construction of the bead support and bead seat is not entirely random, but that a complementary bead support angle and bead seat angle are required in order for the tire to seal against the rim. A proper seal between the tire and the rim is required for both operability and safety.

Claim 1 of the present application is directed to a tire having a sealing surface of the bead seat inclined to the axis of rotation at an angle in the range of 10° to 12°. Claim 6 of the present application is directed to a rim having a bead support surface inclined at an angle in the range of 20° to 24°. As indicated on page 3, line 11, a bead support angle of 22° corresponds to an 11° angle with respect to the axis of rotation, and thus the range of 20° to 24° in claim 6 corresponds to 10° to 12° with respect to the axis of rotation.

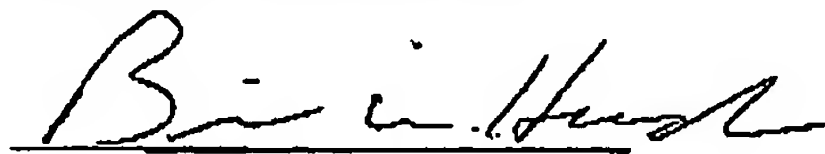
Clearly, the tire of claim 1, having a bead seat inclined in the range of 10° to 12°, can only be used with the rim of claim 6, having a bead support surface inclined at an angle in the range of 20° to 24°, and vice versa. Therefore, groups I and II are directed to a single inventive concept and should be examined in the same application.

In light of the foregoing response, all the outstanding objections and rejections are considered overcome. Applicant respectfully submits that this application should now be in condition for allowance and respectfully requests favorable consideration.

Respectfully submitted,

May 2, 2005

Date



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